

100

~~SECRET~~

ASD/OEL

IDEA

TO :

FROM :

ACTION:

INFO :

IN 77937

25X1A6c

OSA 15 ①

TO

INFO

CITE

~~SECRET~~ 051830Z CITE [REDACTED] 0883

25X1A6c

PRIORITY [REDACTED] INFO IMMEDIATE [REDACTED] 25X1A6c

IDEALIST LOGS MAINT AVION FULLBORE II 25X1A6c

25X1A6c

[REDACTED] PLEASE PASS TO [REDACTED] ASD/OEL. REF [REDACTED] MESSAGES 25X1A9a

8136 AND 8137. FROM BRIEF DESCRIPTIONS GIVEN OF RECEIVER PROBLEMS, IT APPEARS THAT X BAND PROBLEM IS A FAILED RF AMPLIFIER AND S BAND PROBLEM IS A FAILED SWEEPING OSCILLATOR.

25X1A6c

25X1A6c

[REDACTED] REPRESENTATIVES AT [REDACTED] CAN CONFIRM. IF THESE UNITS HAVE FAILED, THEY ARE NOT FIELD REPARABLE. EVEN A SYSTEM 17B RECEIVER SPECIALIST MUST RETURN THESE UNITS TO THE PLANT FOR REPAIR OR REPLACEMENT. THE X BAND AMPLIFIER IS A PURCHASED UNIT AND MUST BE REPLACED BY A VENDOR. OUR PROPOSAL DATED 30 AUGUST 1967 FOR ADDITIONAL EQUIPMENT FOR SYSTEM 17B INCLUDED THESE ITEMS AS RECOMMENDED SPARES.

THE ERRATIC CALIBRATION MARKERS ARE CAUSED BY SPORADIC TRIGGERS FROM THE TIME CODE GENERATOR. THESE HAVE BEEN ENCOUNTERED IN THE PAST BUT SINCE THE ONLY EFFECT WAS AN OCCASSIONAL EXTRA CALIBRATION THEY DID NOT AFFECT THE OPERATIONAL CAPABILITY OF THE

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GROUP 1  
EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

IN-77937

0883

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SYSTEM. FOR THIS REASON A LOW PRIORITY WAS GIVEN TO REPAIRING THE DEVICE ALTHOUGH IT WAS DISCUSSED INFORMALLY WITH [REDACTED] REPRESENTATIVES. A FIX WAS DEvised JUST AS [REDACTED] WAS SUSPENDED AND INSTALLED IN ONE OF THE SYSTEMS FOR THE OCTOBER 1967 FLIGHT TEST. THE FIX CONSISTED OF A REDUCTION IN THE 15 MINUTE TRIGGER LEVEL INSIDE THE AUTOMATIC CONTROL BOX. [REDACTED]

25X1A2d2

25X1A2d2

REPRESENTATIVES AT [REDACTED] CAN VERIFY THAT THE FIX IS STILL INSTALLED AND CAN DETERMINE WHETHER IT IS STILL EFFECTIVE.

25X1A2d2

[REDACTED] DEPARTED [REDACTED] THIS DATE AND WILL BE ABLE TO CONFIRM ABOVE SUGGESTIONS.

25X1A2d2

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